

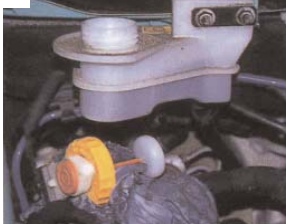
Brakes are good. Find out how to keep 'em that way with Paulo Burtoni's guide...

TIP



Brake fluid absorbs water, making it crap. Mine was new two years ago, but now has enough water in it to drop it's boiling point to 155°C - it should be 265° min. Get your garage to check it!

1



Remove fluid cap. If level is low, check the seal or hoses for obvious leaks. Low level can just indicate pad wear. Do not top up yet to allow room for expansion

2



Before removing the wheel, check the car is securely fixed on a jack - remember that axle stands rule, baby. You don't want it dropping halfway through

3



After 30,000 miles this disc has lip wear and needs replacing - replace if worn (measure wear using a micrometer) or warped (vibration through the wheel)...

4



Lift caliper clear of cradle, don't kink pipe, support with cable-tie. Remove cradle. Lever pads free with screwdriver. Do not damage rubber seals. Slot new pads in

5



Hammer disc off with a soft hammer (might need a good thump). Remove debris from hub and apply a small amount of copper grease to the hub face

6



Degrease new disc with meths. Have a swig. Torque disc down to hub and slot cradle back on. Spin disc and check visually for trueness

7



Check brake fluid cap is off & allow room for fluid displacement. Attach a block and clamp to push the piston back. Replace the caliper and brake pad securing pins

8



IMPORTANT! Pump the brake pedal to build brake pressure up. Failure to do this could be nasty. Avoid hard braking for the next 200 miles while the pads bed in

Ace photo's by Paulo Burtoni